

Comprehensive Plan Steering Committee Minutes
August 17, 2006

Steering Committee Present: Joe Plankis, Jack Bonham, John Boyer, Bob Horkay, Gloria Del Greco, Karen Newberry, Jim Kent, Bob Smith, Jen Smith

Steering Committee Absent: Jim Carey, Larry Snapp

Others Present: Kevin Buchheit, Al Salzman, Tom Higgins, Ann Cavaluzzi, Greg Dale, Mic Mead, Kevin Todd, Dan Montgomery, Bryan Stumpf, Mick Scheetz, Steve Hoover, Brian Morales, Martin Raines

Draft Map:

Bob Horkay:

- Business Park doesn't need to come into Jolietville and SR 32
- That park doesn't need to be that big
- It will be airport dependent

John Boyer:

- I don't remember the business park being that far north of SR 32.

Bob Horkay:

- Center business park does not extend all the way to US 31 or SR 32
- Adjacent to proposed overlays
- Entrance to park on SR 32

Joe Plankis:

- Offices along SR 32

Bob Horkay:

- Manufacturers/ warehousing on US 31

Greg Dale:

- Is the amount of business parks depicted ok?

Bob Horkay: Yes

Karen Newberry:

- Why so far north?
- Residential is all around this proposed area
- Part of this area is in Wilfong's Eagle Station development

Gloria Del Greco:

- Don Day the owner of this property is upset with this proposal

Karen Newberry:

- The business park was not a favorable idea to the residents in this area.

Greg Dale: At all?

Karen Newberry:

- Yes, wanted it to be residential

Kevin Buchheit:

- Pull in the boundaries a bit

Bob Horkay:

- The business park designation is in the current plan

Karen Newberry:

- The residents didn't want it then either.

Bob Horkay:

- No retail/residential on US 31
- Other business park should be moved north and east

Kevin Buchheit:

- Move to outside 31 corridor and north of 191 street?
- The Aurora proposal just filed has retail uses at SR 38, residential, and a business park towards US 31.

Bob Smith:

- Look at a local business area at 146th Street and Towne Road.

Kevin Buchheit:

- That idea came out of the steering committees
- Should we identify it on the map?

Greg Dale:

- Identify the area on the map

Jack Bonham:

- What is the difference between local and regional commercial?

Kevin Buchheit: The draw

Joe Plankis:

- O'Malia's is local, and Kroger is regional
- Big box is regional

Greg Dale:

- SR 32 and US 31 should be economically productive
- Residential not allowed on US 31 but ok in certain circumstances on SR 32?

Joe Plankis:

- US 31 like it is through Carmel

Bob Horkay:

- SR 32 lower scale so housing may be appropriate

Jack Bonham:

- No retail on SR 32?

Bob Horkay:

- Located in the villages

Joe Plankis: Walmart?

Bob Horkay:

- Should be located closer to US 31

Greg Dale:

- In the regional commercial areas

Kevin Buchheit:

- What about support retail for the offices?

Bob Horkay:

- Overlay will limit small buildings on the corridor
- Retail in office campuses ok.

Gloria Del Greco:

- Like Pennsylvania and 116th Street

Jim Kent:

- Concerned about an all office corridor
- Current offices have vacancy rates
- Market not currently there

Greg Dale:

- Are there other appropriate uses?

Gloria Del Greco: SR 32?

Jim Kent:

- Use up space in existing parks
- Allow some businesses to locate on SR 32 frontage

Greg Dale:

- Larger range of uses on corridor

Jack Bonham:

- Difference between offices and business park?
- Difference between business and industrial park?
- Excess capacity of business and office
- Space for business park already off SR 32

Jim Kent:

- Allow some businesses to front on SR 32

Joe Plankis:

- Like Porter or IMMI

Jack Bonham:

- Direct access to businesses if allowed on SR 32?

Jim Kent:

- Businesses would be in business parks, but should be allowed to front on SR 32

Bob Smith:

- Separate building standards on SR 32
- Preserve some land on frontage for future businesses

John Boyer:

- If we don't designate the land now, where do we put the offices later?

Bob Horkay:

- Access management on SR 32

Gloria Del Greco:

- Frontage roads along corridors

Bob Smith:

- Like Pennsylvania Ave in Carmel

Kevin Buchheit:

- Access control and frontage uses are good policies
- Put businesses on high impact corners (Example Towne and SR 32)

Greg Dale:

- Bubble of business park shifts south towards SR 32
- If we deal with the standards issue/access management issues can we have a quality frontage?

Karen Newberry:

- Area is a gateway

Bob Horkay:

- US 31 and SR 32 is a big intersection for office uses
- Industrial is not a good use for this area
- Drive uses to a good location
- What is the right amount of land for business parks?

Jack Bonham:

- What's the difference between an office and a PL Porter? Desirability?

Kevin Buchheit:

- SR 32 needs stronger access management
- Access roads will be along US 31
- US 31 will have no direct access

Gloria Del Greco:

- Access to business park off of main thoroughfare

Greg Dale:

- Design of existing rural is different than design for northwest rural.
- Northwest rural will be evaluated in the future and may change.

Joe Plankis:

- These policies prevent a Walmart at 161st and US 31?

Kevin Buchheit:

- Regulation is different than policy.
- We have an existing zoning district that allows a commercial use.

Jack Bonham:

- Match zoning to plan.

Greg Dale:

- You try to zone to match the comprehensive plan to best extent feasible.
- Still private property
- You may face a court challenge if you rezone a private owners land.

Kevin Buchheit:

- You can't rezone all pieces of land to match the comp plan.
- There will be a court conflict.

Villages:

Greg Dale:

- Villages are locally significant and preserve character
- These villages lack their historic form
- Historic character of these villages is gone
- Why worry about them?
- Places to break up suburban pattern
- Clusters of retail
- What happens to them?
- Scale?
- Not historic preservation

John Boyer:

- No Zionsville
- Historic name places
- No historic buildings
- Degraded – hard to expand on existing form
- West clay like

Bob Smith:

- Formed on railroads or where schools were

Greg Dale:

- Replace existing villages with new ones?

John Boyer:

- Reviewed the Lamong Policies
- They can be redeveloped

Bob Smith:

- Lamong effected by Towne Road corridor

Greg Dale:

- Can subdivision be named after the village – just a place name?
- Focal point planned there.

Gloria Del Greco: small shops

Jack Bonham:

- Eagletown based off of Ackerson and Wilfong
- Jolietville will be airport driven
- Hortonville will be trail/equestrian oriented
- Lamong is defined by Sheridan

Gloria Del Greco:

- Small villages with small businesses
- Developable

Jack Bonham:

- Lamong will change when rural becomes new suburban in the future.
- Could be part of a TND

Bob Smith:

- Future school in villages

Greg Dale:

- Can create new village
- Incorporated into another development
- Developed by developer

Joe Plankis:

- Sheridan impact with CP Morgan development?

Kevin Buchheit:

- developer built sewer to serve own development
- long time till Sheridan builds out

Bob Smith:

- We would need another interceptor to get sewer up there.

Dan Montgomery:

- Jolietville as new village?
- Possible crosswind runway

Bob Smith:

- Industrial not residential
- Existing rural horse farms

Gloria Del Greco:

- Possible hotel to serve airport

Quality Development:

Greg Dale:

- Right kind of growth in new suburban areas
- What constitutes quality suburban growth?

Jack Bonham pictures:

- Good entrance
- Curvy road
- Good berms
- Used native grasses as buffer
- Trees
- Faux cobblestone intersections

- Bad – back of houses to street
- No buffering or design relief
- Garage door prominent
- No greenspace between sidewalk and road
- Very wide road

Kevin Buchheit: Does it matter if front or back of the home faces street if it has more architectural interest?

Jack Bonham pictures continued

- Good: Beautiful entrance
- Vistas
- Tree lined streets
- Narrow, one-way streets
- Parks

- Backs close to ROW

Greg Dale:

- Utilities are above ground
- Are underground utilities required in new development?

Joe Plankis: Yes, but this is on a main arterial

Jack Bonham:

- Good: courtyard garage
- Trails
- Full brick wrap for houses closest to the street
- West Clay – diversity in architecture color and style, median, trees, boulevard

Kevin Buchheit:

- Small front yard setback
- Porches
- Greenspace between street and sidewalk
- On street parking
- Alleys
- Narrow roads

John Boyer:

- Alleys
- No driveways – or narrow drive on side

Greg Dale:

- TND mimics late 19th and early 20th century neighborhoods
- Will that model fit here?

Jack Bonham:

- Can there be lower prices homes in a TND?

Greg Dale:

- less expensive for developers to build
- niche market- drives up price

Kevin Buchheit:

- Example of TND in Maple Knoll

Joe Plankis: pricepoint?

Kevin Buchheit: Under 200

Greg Dale:

- higher densities in TND

Jack Bonham:

- still are big houses

Karen Newberry:

- I would like more yard and privacy

Jack Bonham:

- 0 lot line

Joe Plankis:

- Homey
- front porches

Greg Dale:

- Residential with village focus?

Gloria Del Greco:

- Commercial building has same design as downtown Westfield

Tom Higgins:

- Fire hazard or public safety hazard?

Bob Smith:

- Natural grass can be a fire hazard when dead

Karen Newberry:

- Same floor plans and heights

See Karen's Sheet

Greg Dale:

- You are concerned with the quality of the individual home

Karen Newberry:

- Prime thing you would want

Greg Dale:

- Pattern books – make a pattern book that shows what materials, facades, architectural features are desirable
- Photos of good and bad design

Al Salzman:

- That would be helpful for staff

Greg Dale:

- Comp plan issues community statement of intent
- Verbage and pictures to show design characteristics wanted

Jack Bonham:

- Define design in regulations or plan?

Greg Dale:

- Architectural guidelines or ordinance

Al Salzman:

- Our current ordinances permit the undesirable, and does not permit the desirable.
- Our development plan ordinance has changed to cut out some undesirabilities (backs of houses to street)

Joe Plankis:

- Change ordinances to accommodate these changes

Kevin Buchheit:

- Approached by developer for commercial on SW corner of 161 and Springmill
- Does the plan have enough direction to say no?

Greg Dale:

- Policy clear for no retail commercial areas in existing suburban areas outside of a PUD
- Commercial is listed as not an appropriate land use

Jack Bonham:

- Would council approve it?

Bob Smith:

- Would listen to developer and landowner
- litigation problem

Jack Bonham:

- Can you keep land owners from developing their land contrary to the plan?

Kevin Buchheit:

- Some viable use for property
- Zoning is legislative process
- What is the policy for property?
- Council will decide if the development is appropriate

Greg Dale:

- Rezones will occur
- Is it consistent with the plan?
- Beyond this, the question is out of our control

Joe Plankis:

- 161 and Springmill was a mistake

Kevin Buchheit:

- Council will say no to this proposal.

Process Concerns:

- Redraft of land use element by Sept 19th
- Greg will flag issues that need reconciling between the subcommittees and breakout groups
- For the September meeting we will have the revised map, revised land use chapter, and revised goals
- Steering committee has list outlining chapter of plan, most are ready except we need to review the implementation chapter and create a downtown chapter
- Would like to do a charette with downtown merchants on the day of 9/19 to glean policy direction for the downtown chapter
- The charette will look at the direction and vision for downtown, goals, opportunities and tools for implementation.
- The downtown chapter will set the direction for downtown, set the stage for additional planning in downtown, give downtown a higher profile
- Going to recommend a downtown master plan be done which includes a physical plan and market analysis
- Melody Sweat will be the steering committee designee to downtown.
- Greg will work with Tom to set up downtown charette
- Possible community meetings for public to comment and answer questions on draft plan
- The steering committee decided not to hold a separate meeting for a developer forum which was presented as a suggestion at the last meeting

Future Dates:

September 19th – Downtown charette

September 19th: Review revised draft land use plan

October 17: Draft of full plan

November 21: Reconcile any remaining items

November 27: Plan commission public hearing on plan

- Conference calls can be scheduled to catch up any steering committee members not able to attend these scheduled meetings.

